Amendments to the Claims:

The listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

1. (ORIGINAL) A method of controlling handling of one of an all-wheel drive vehicle having at least one of a controllable longitudinal clutch and a controllable main-axle lateral lock and a single axle drive vehicle having a controllable lateral lock, said method comprising the steps of:

detecting at least the driving speed (v), the lateral acceleration (a_q) and the actual steering angle (LW(akt));

providing a stored a filed characteristic diagram, which includes the driving speed (v) and the lateral acceleration (a_q) said diagram supplying a characteristic-diagram steering angle (LW(KF)) pertaining to the driving speed (v) and the lateral acceleration (a_q); and

changing the lateral acceleration (a_q) when a definable deviation (Δ) of the actual steering angle (LW(act)) from the characteristic-diagram steering angle (LW(KF)) is exceeded.

2. (ORIGINAL) The method according to claim 1, wherein

a changing lateral acceleration takes place by way of a change of said at least one of said longitudinal and said lateral lock.

3. (ORIGINAL) The method according to claim 2, wherein a

change of control of said at least one of said longitudinal clutch and said lateral lock takes place in variable steps.

4. (ORIGINAL) The method according to claim 1 wherein, a lateral control capacity changes by way of a reduction of locking torque, to thereby reduce understeering.

5. (ORIGINAL) The method according claim 2 wherein, a lateral

control capacity changes by way of a reduction of locking torque, to thereby reduce understeering.

6. (ORIGINAL) The method according to claim 3 wherein, a lateral control capacity changes by way of a reduction of locking torque, to thereby reduce understeering.

7. (CURRENTLY AMENDED) A method of controlling handling of a vehicle, comprising the steps of:

detecting at least a driving speed, a lateral acceleration and an actual steering angle;

deriving a predicted steering angle from said detected driving speed and said lateral acceleration; and

modifying said detected lateral acceleration when a ~~derivation~~ deviation between said actual steering angle and said predicted steering angle exceeds a predetermined value, wherein said vehicle is one of an all-wheel drive vehicle having at least one of a controllable clutch and a controllable main-axle, and a single axle drive vehicle having a controllable lateral lock.

8. (CANCELED).

9. (CURRENTLY AMENDED) The method according to claim ~~8~~ 7, wherein

a changing lateral acceleration takes place by way of a change of said at least one of said longitudinal and said lateral lock.

10. (CURRENTLY AMENDED) The method according to claim ~~8~~ 7, wherein

change of control of said at least one of said longitudinal, clutch a lateral lock takes place in variable steps.

11. (CURRENTLY AMENDED) The method according to claim ~~8~~ 7,

wherein

a lateral control capacity changes by way of a reduction of locking torque, to thereby reduce understeering.

12. (ORIGINAL) The method according to claim 9, wherein

a lateral control capacity changes by way of a reduction of locking torque, to thereby reduce understeering.

13. (ORIGINAL) The method according to claim 10, wherein

a lateral control capacity changes by way of a reduction of locking torque, to thereby reduce understeering.